

TEXT AMENDMENTS ADOPTED: 15 DECEMBER 1976

THE DEPARTMENT OF CITY PLANNING

The City of San Jose, California

77 02283



The General Plan

1975

city planning

San Jose



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I hereby certify that the City Council of the City of San Jose, acting pursuant to the provisions of Article XI of the San Jose Municipal Code did, on the 15th day of December, 1976, adopt its Resolution No. 48258 wherein said Council did adopt the within amendments to the General Plan of the City of San Jose.

Dated Jan. 19, 1977

James L. Sene
City Clerk of the City of San Jose

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THE FOLLOWING MAPS ARE LOCATED ON THE LAND USE/TRANSPORTATION DIAGRAM WHICH ACCOMPANIES THIS TEXT:

- Land Use/Transportation Diagram
- San Jose Planning Areas
- Urban Development Policy Map
- Natural Resources Map
- Natural Hazards Map

THE LAND USE/TRANSPORTATION DIAGRAM AND URBAN DEVELOPMENT POLICY MAP AMENDMENTS ARE SHOWN ON THE Location Map of General Plan Amendments to the General Plan Land Use/Transportation Diagram

THE FOLLOWING MAPS ARE NOT INCLUDED IN THIS DOCUMENT, BUT ARE PART OF THE GENERAL PLAN, INCORPORATED BY REFERENCE, AND ARE ON FILE IN THE CITY OF SAN JOSE PLANNING DEPARTMENT:

- Scenic Routes Plan Map, November, 1974
- Landslides Map, September, 1974
- Landslide Susceptibility Map, September, 1974
- Fault Traces Map, September, 1974
- Ground Response Map, September, 1974
- Ground Failure Potential Map, September, 1974
- Weak Soils Map, September, 1974
- Expansive Soils Map, September, 1974
- Erosion Potential Map, September, 1974
- Piezometric Level Changes Map: 1938 to 1967, September, 1974
- Land Subsidence Map: 1938 to 1967, September, 1974
- Land Subsidence: Groundwater Relationship Map, September, 1974
- Potential Future Land Subsidence Map, September, 1974
- Urban Development Policy Map, March, 1976
(More detailed than Urban Development Policy Map references above)

THE APPENDIX TO THE GENERAL PLAN 1975 IS NOT INCLUDED IN THIS DOCUMENT, BUT IS PART OF THE GENERAL PLAN, INCORPORATED BY REFERENCE, AND COPIES ARE ON FILE IN THE CITY OF SAN JOSE PLANNING DEPARTMENT.



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Section B.
Urban Service Area
Annual Review

Replaces "old"
Section B.
Land Availability

B. Urban Service Area Annual Review

The purpose of the Urban Service Area Annual Review is to monitor and update annual increments of development and land absorption. Absorption is defined as actual construction of building foundations and structures. Through this analysis the amount and distribution of land available for development within the Urban Service Area can be analyzed and amendments can be recommended. This analysis will be updated annually as part of the General Plan and Urban Development Policy review.

The results of the annual review of the 1975-76 fiscal year period are consistent with the 1974 and 1975 results. That is, the averaged annual (fiscal year) rates of land absorption have gradually declined from 1,900 acres (1970-74 average), 1,840 acres (1970-75 average) to 1,730 acres (1970-76 average). Also, the supply of vacant, developable land has been maintained, with incremental additions, to provide for future growth within the areas programmed for services in the five-year Capital Improvements Program and annual budget.

Necessary capital facilities are annually programmed, to the extent of available resources, in anticipation of development of the committed vacant land and other vacant Urban Service Area lands. However, the Capital Improvement Program does not provide facilities for all committed vacant land. In some areas development phasing and sequencing may be required.

The conclusions of this year's annual review are: (1) the assumptions, projections and policies of the General Plan do not warrant revisions based on the growth activity of the past year, and (2) the Urban Service Area should be amended to include the areas considered in the special mid-year review.

Some differences in urbanized land use category totals exist because the land use inventory was concluded in November 1974 and the land availability analysis is based on conditions as of July 1, 1976. The greatest difference exists in the industrial category since the land use inventory definition includes the water pollution control plant, airport and other utilities and transportation uses. In the land availability analysis these uses are placed in the "other urban" category to isolate the actual amount of industrial land developed as private industry.

The land use inventory covers the entire sphere of influence whereas the land availability analysis covers only the Urban Service Area. The Urban Service Area consists of existing urban developed areas and vacant agricultural land, either incorporated or unincorporated, within the City's sphere of influence, which are now served by existing urban facilities, utilities and services or are proposed to be served by urban facilities, utilities and services provided in the City's adopted five-year Capital Improvement Program.

The Urban Service Area is divided into two categories: Urbanized areas that are incorporated or unincorporated, and urban expansion areas. Urban expansion areas consist of vacant and agricultural land proposed for urbanization in the future and served by utilities or public facilities now existing or provided for in the City's adopted five-year Capital Improvement Program. Urban expansion areas may also consist of incorporated or unincorporated land, and in some cases, the land may be in special sewer districts.

Vacant and agricultural land within the urban expansion area are categorized according to present "commitments" of uses. The five categories indicated in Figure 2 are defined as follows:

- Vacant Public Committed Land is land which has either been purchased by a public agency or has definite funding earmarked for a particular parcel. In addition, school and park sites shown on approved active tentative maps or planned development permits are considered as public committed.
- Vacant Private Committed Land is that vacant land for which tentative maps, planned development permits, and/or site development applications have been approved and are still current. For vacant private residentially committed land, the number of dwelling units proposed has also been tabulated.
- Vacant Williamson Act Land is private land which is under contract with the City or County through the California Land Conservation Act of 1965 which restricts the land to agriculture and open space uses. Under the minimum ten-year contracts, the lands are taxed on a reduced agricultural assessment, rather than their full market value. Such land under the Williamson Act should be considered as eventual urban expansion lands if within the Urban Service Area.
- Vacant Industrial Reserve Lands are lands set aside in anticipation of future industrial needs. The six sites in San Jose's Urban Service Area designated for future industrial development are: North San Jose, Alviso, Berryessa, Alum Rock, South San Jose, and Edenvale Industrial Reserves.
- Vacant Non-Committed Land is all that remaining vacant land not covered by the previous four categories and which is generally available for future urban development. A portion of the non-committed land consists of water areas and flood control channels and areas which will be designated in the future as required for parks and recreational purposes. This category could also include certain privately owned lands upon which development should be permanently prohibited for reasons of public health, safety and welfare, such as landslide areas, earthquake hazard areas, and airport flight path zones.

The Urban Service Area contains approximately 83,073 acres (Figure 2). Of the total, 62,575 acres, or 74.4%, were developed as of July 1, 1976. The composition of urbanized land uses in acres are as follows:

<u>Total</u>	<u>Res.</u>	<u>Comm.</u>	<u>Ind.</u>	<u>Streets</u>	<u>Urban¹ Open Space</u>	<u>Other² Urban</u>
62,575	28,463	3,174	3,443	15,300	2,170	10,025
100%	45.3%	5.1%	5.5%	24.6%	3.5%	16.0%

The balance of 20,498 acres (24.7%) are undeveloped lands considered as vacant for purposes of this analysis. This includes lands committed to development, lands available for development, and lands which have physical or other constraints on urban development.

Of the vacant lands, 3,397 acres are committed or approved for private development and 1,185 acres are committed to public use. There are 1,936 acres restricted to agriculture and open space use for at least 10 years under Williamson Act contract. This does not include Williamson Act acreage in the industrial reserve.

1. "Urban Open Space" includes City and County Parks, 898 acres; Golf Courses, 1,065 acres; and percolation ponds, 187 acres.
2. "Other Urban" includes such uses as schools, government facilities, churches, hospitals, cemeteries, airports, disposal sites, etc.

The remaining 13,980 acres are vacant non-committed lands. Of the vacant acres, approximately 2,516 acres (Figure 4) are considered to be ill-suited for urban use due to size, shape, slope, soil subsidence, flooding, airport safety zone, and another 931 acres are programmed but not yet committed for public acquisition. This includes such large projects as Guadalupe Oak Grove Park, Lake Cunningham, and Coyote Creek Park Chain. Subtracting the problem and programmed lands from the total vacant non-committed leaves approximately 10,533 acres within the Urban Service Area for future development.

The various components of the vacant 20,498 gross acres are summarized below (refer to Figures 2 and 4):

<u>Category</u>	<u>Acreage</u>	<u>Cumulative Total</u>
Public Committed (Fig. 2)	1,185	
Private Committed (Fig. 2)	3,397	
Williamson Act (Fig. 2)	1,936	
Physical Constraints (Fig. 4)	2,516	
Proposed for Public Acquisition (Fig. 4)	931	
	9,965	9,965
Industrial Reserves (Fig. 2)	4,435	
Outside Industrial Reserves ¹	2,060	
	6,495	16,460
Vacant Non-Committed and Not Constrained	4,038	20,498

The vacant non-committed and not-constrained acreage shown above is an extremely conservative figure. It illustrates a theoretical, absolute minimum acreage available for non-industrial development. Actually, it is expected that all physical constraints within the Urban Service Area will be overcome or mitigated through development. Some land proposed for public acquisition, but unfunded, has alternate land uses provided in the General Plan and in many cases may be developed for private use. All Williamson Act lands deducted in the above summary are proposed for urbanization by 1990.

It is, therefore, appropriate to view this analysis in both a short term and a long term perspective. In the short term the above constraints are more applicable. But in the long term the elimination of contemporary constraints will allow urban development of additional vacant lands.

In the short term the pool of vacant land available for non-industrial development will be comprised of the vacant public committed (1,185), vacant private committed (3,397), and vacant non-committed, not-constrained acreage (4,038) which totals 8,620 acres.

1. The General Plan designates an additional 2,060 gross acres of future industrial land outside the former industrial reserves and within the Urban Service Area.

However, in the long term General Plan time frame (1990) the pool of vacant land available for non-industrial development will be comprised of the 8,620 acres noted above plus the non-industrial Williamson Act land (1,936 acres), the physically constrained land (2,516 acres), the land proposed for public acquisition (931 acres) and the future non-industrial expansion area (1,300 acres). The latter component is vacant land designated for non-industrial urban use on the General Plan but outside the existing Urban Service Area. This long term pool of available land for non-industrial development totals approximately 15,300 acres.

The annual review process looks at a short term projection of growth in regard to available acreage for development within the Urban Service Area. To relate this short term analysis to the 1990 General Plan projections, several adjustments must be made to reflect different assumptions over the long term. In the first instance, the General Plan Land Use Diagram designates urban land uses on all Williamson Act lands in the Urban Service Area. Secondly, the Land Use Diagram designates urban uses on all lands shown with physical constraints in Figure 4 except the area above 15% slope. Thirdly, the Land Use Diagram designates urban uses outside the present Urban Service Area, since incremental expansions of the boundary are anticipated.

The next section on land use absorption trends also looks at the short term situation. However, the trend in average annual land absorption is expected to vary considerably over the long term. Since the mix of future residential units developed 1976-1990 is projected to be almost half single family and half multiple family, the same number of new dwelling units will be accommodated on fewer acres. The private re-development, remodeling and intensification of commercial areas also accommodates new uses on fewer acres than in the past. While these annual land absorption trends cannot be projected with absolute precision over either 5 or 15 years, the annual monitoring and update process would allow adequate lead time for amendments to General Plan assumptions, projections and policies.

The 1974 Urban Development Policy review concluded for the first time that land available for urban development is finite. The rate and density of future development will determine how rapidly or how efficiently the available land will be used.

Lands outside the Urban Service Area are not available for urban development. The General Plan Land Use/Transportation Diagram designates certain areas for urban development in the future, but only after these areas have been included in the Urban Service Area. The Diagram designates certain other areas for non-urban land uses which do not require urban services and which would not be included in the Urban Service Area.

C. Land Use Trends

Analysis indicates that for the 1975-76 fiscal year 1,066 acres of vacant land were urbanized (Figure 3). This compares to the 1,553 acres urbanized in fiscal 1974-75. Analysis of the 1970 through 1974 period showed an average absorption rate of approximately 1,900 acres per year. The 1975-76 land absorption for urban uses reflects a national economic slump plus local development constraints. If the annual land absorption from 1970 through 1975-76 is defined as a trend, the average annual non-industrial land absorption between 1976 and 1990 would continue the gradual decline in absorption. The trend average would certainly be exceeded some years and in other years the actual absorption would be lower. The trend projection is illustrated in Figure 4A. This trend will be affected by such variables as availability of prime developable land, land and housing costs, general economic conditions, industrial development, environmental factors, political attitudes, etc.

Average annual industrial land absorption was relatively slow until the City established an economic development program to encourage a more balanced community. The projected industrial land absorption rate is an average of 200 acres per year. The acreage of industrial land absorbed in fiscal 1975-76 was approximately 78 acres (Figure 3). Since industrial land is reserved for a specific use over the long term, this analysis excludes vacant industrial land from the total vacant acres within the Urban Service Area. This calculation is detailed in the previous section.

In the short term, land uses outside of industrial areas are expected to absorb vacant land at the rate of approximately 1,530 acres per year (1,730 acres total, less 200 acres industrial). If 1,530 gross acres/year is the average annual land absorption over the next five years, the 8,620 gross acres would be absorbed in 5.6 years. However, as the annual Urban Service Area review has revealed in 1974, 1975 and 1976, the average annual rate of land absorption has decreased and the Urban Service Area has been expanded to include more vacant non-industrial land. As a result of this annual review approximately 500 acres of vacant land are recommended for inclusion in the Urban Service Area.

Since the boundaries of the Urban Service Area are based on the existing public facility system and facilities funded in the five-year Capital Improvement Program and annual budget, it seems reasonable that 5.6 years' growth potential is adequate if the General Plan and Urban Development Policy is revised and amended annually.

In the long term, however, the non-industrial land absorption trend is expected to continue the gradual decline evidenced since 1970. The long term trend illustrated in Figure 4A shows the average annual rate of non-industrial land absorption maintaining a level of 1,530 acres per year through 1978 and then a decline averaging 100 fewer acres absorbed each year through 1990. If this trend projection occurred over the 1976-1990 period, the average land absorption per year would be about 1,010 acres. This long term perspective on land absorption is consistent with assumptions, projections and policies in the General Plan.

In the previous annual review portions of the Evergreen Planning Area were restrained from development by moratoria and a development policy. Since solutions to the transportation and flooding problems are being developed, this acreage is considered by this analysis to be available for urban development within the next five years.

The significance of the analysis of land availability and land use trends is that the rate of land absorption experienced in the past cannot continue. The result will be a trend toward infilling of vacant or under used land and a trend toward more intensive development.

URBAN SERVICE AREA LAND USE ANALYSIS (Gross Acres)

JULY 1, 1976

PLANNING AREAS	URBANIZED		VACANT PUBLIC COMMITTED		VACANT PRIVATE COMMITTED		VACANT ^a WILLIAMSON ACT		VACANT INDUSTRIAL RESERVE		VACANT NON- COMMITTED		TOTAL		COMMITTED DWELLING UNITS
		%		%		%		%		%		%		%	
ALMADEN	2861.4	71.0	82.1	2.0	516.5	12.8	301.0	7.5	0	0	269.0	6.7	4030.0	100	1270
ALUM ROCK	8326.1	82.0	48.9	0.5	251.7	2.5	250.0	2.5	222.0	2.2	1058.3	10.4	10157	100	1330
ALVISO	1473.0	53.8	324.2	11.8	0.7	0	119.0	4.3	475.0	17.3	348.1	12.7	274.0	100	0
BERRYESSA	4285	64.8	43.9	0.7	100.1	1.5	86.1	1.3	1416.8	21.4	677.6	10.3	6609	100	810
CAMBRIAN- PIONEER	4452	87.9	21.9	0.4	140.1	2.8	31.0	0.6	0	0	418.1	8.3	5063	100	340
CENTRAL	7345	98.6	0	0	27.8	0.4	0	0	34.0	0.5	42.9	0.6	7450	100	110
EDENVALE	8199	68.5	122.7	1.0	1050.4	8.8	455.0	3.8	606.4	5.1	1544.2	12.9	11978	100	3520
EVERGREEN	2719	40.5	145.7	2.2	809.2	12.1	118.0	1.8	0	0	2922.8	43.5	6715	100	3280
NORTH SAN JOSE	3374	58.9	8.3	0.1	38.0	0.7	556.0	9.7	1366.6	23.9	386.3	6.7	5729	100	0
SOUTH SAN JOSE	4778	65.0	375.1	5.1	311.0	4.2	0	0	314.0	4.3	1572.1	21.4	7350	100	1480
WEST VALLEY	7761	97.6	4.8	0	45.4	0.6	20	0.3	0	0	119.25	1.5	7950	100	230
WILLOW GLEN	7003	95.9	7.4	0.1	106.3	1.5	0	0	0	0	186.5	2.6	7303	100	900
TOTAL	62,575.4	75.3	1185.0	1.4	3397.2	4.1	1936.1	2.3	4434.8	5.3	9545.3 ^b	11.5	83,073.7	100	13,270

SOURCE: CITY OF SAN JOSE PLANNING DEPARTMENT

a. Excludes Act Lands in Industrial Reserves

b. Includes 2576 acres ill-suited for Urban Development and
931 acres programmed but not committed to public use (See Figure 4).

VACANT LAND DEVELOPED WITHIN THE URBAN SERVICE AREA (Gross Acres): 6/30/75 - 7/1/76

PLANNING AREA	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	STREETS	URBAN OPEN SPACE	OTHER URBAN	TOTAL
ALMADEN	94.2	2.5	0	27.7	0	32.0	156.4
ALUM ROCK	51.2	8.1	1.4	16.2	0	2.2	79.1
BERRYESSA	60.8	1.4	8.0	19.0	0	82.3	171.5
CAMBRIAN/PIONEER	7.3	1.2	0	2.3	0	11.1	21.9
CENTRAL	0.8	8.0	33.7	0	9.9	0	52.4
EDENVALE	196.5	5.3	10.1	59.3	10.0	1.2	282.4
EVERGREEN	55.2	0.7	0	16.1	0.3	20.0	92.3
NORTH SAN JOSE	0	6.7	12.3	2.8	0	0	21.8
SOUTH SAN JOSE	62.9	6.4	12.6	20.9	0	0	102.8
WEST VALLEY	30.2	2.3	0	9.1	0	3.0	44.6
WILLOW GLEN	23.5	6.0	0	7.6	0	3.7	40.8
TOTALS	582.6	48.6	78.1 ^a	180.9	20.2	155.5	1065.9
PERCENT	54.7	4.6	7.3	17.0	1.9	14.6	100

SOURCE: City of San Jose Building Department
City of San Jose Planning Department
City of San Jose Parks and Recreation Department
Santa Clara Office of Education
Santa Clara Valley Water District
NASA-Ames Aerial Photographs

^a Includes 54.0 acres developed in Industrial Reserves

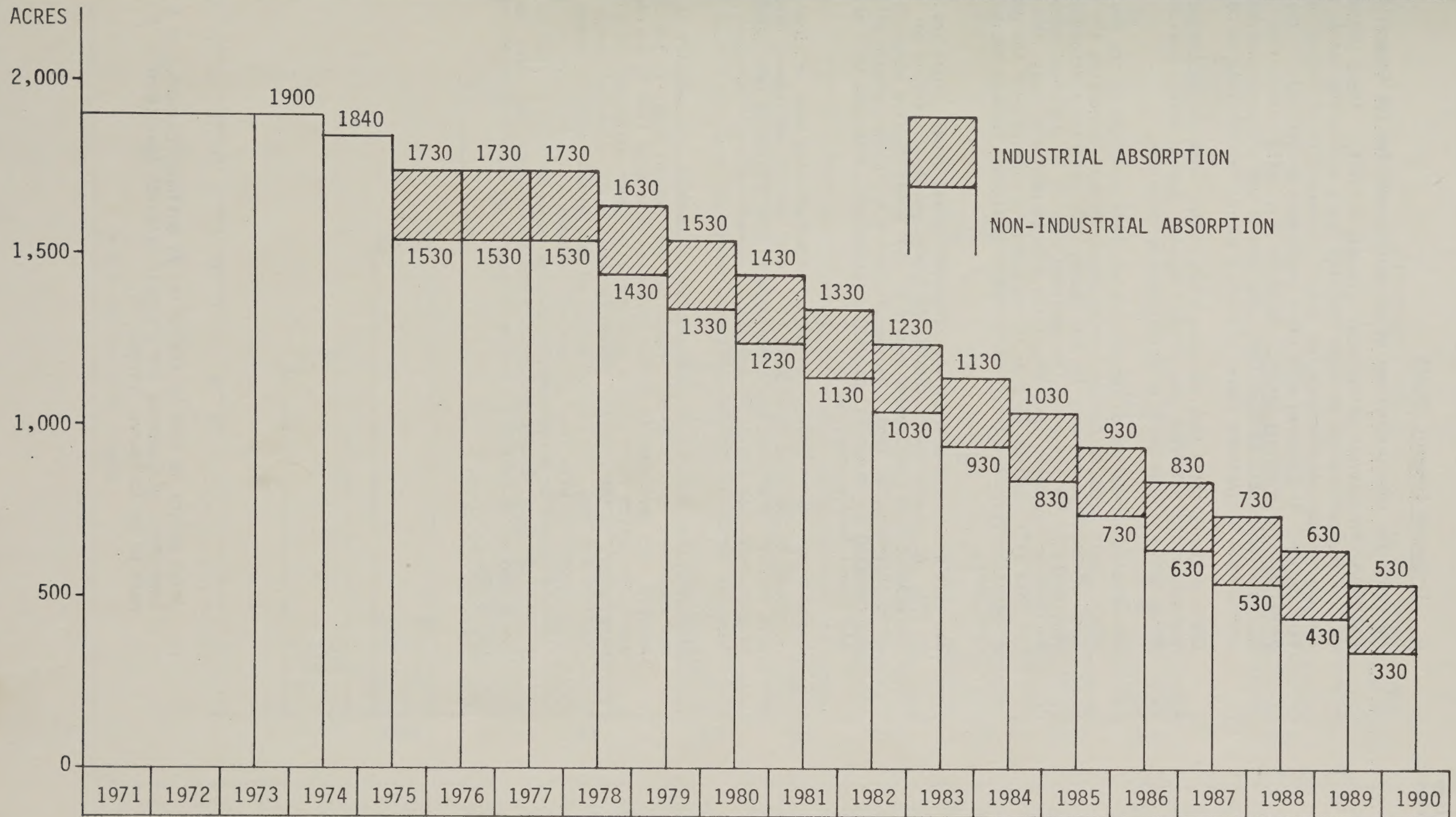
VACANT NON-COMMITTED LANDS WHICH HAVE PHYSICAL OR OTHER CONSTRAINTS^a (Gross Acres)
July 1, 1976

PLANNING AREA	PROGRAMMED PUBLIC ACQUISITION (Not Funded)	HISTORIC FLOODING	AIRPORT SAFETY AREA	SLOPE GREATER THAN 15%	BITS AND PIECES	TOTAL
ALMADEN	190	0	0	150	1	341
ALUM ROCK	138	374	0	7	42	561
ALVISO	0	163	0	0	10	173
BERRYESSA	58	23	0	50	18	149
CAMBRIAN/PIONEER	28	0	0	0	4	32
CENTRAL	0	27	7	0	59	93
EDENVALE	252	39	0	220	70	581
EVERGREEN	141	404	88	0	5	638
NORTH SAN JOSE	0	278	0	0	0	278
SOUTH SAN JOSE	110	0	0	370	33	513
WEST VALLEY	0	0	0	0	36	36
WILLOW GLEN	14	0	0	0	38	52
		1308	95	797	316	3447
TOTAL	931	2516				

SOURCE: City of San Jose Planning Department.

a. Includes both incorporated and unincorporated land within the Urban Service Area

TREND PROJECTION OF INDUSTRIAL AND NON-INDUSTRIAL LAND ABSORPTION



C. Projected Economic Growth

The basis for 1990 projections of economic growth for the General Plan is the OBERS¹ Projections of Regional Economic Activity. These projections examine the performance of major industry types within the nation, regions and sub-regions according to the specific composition of industries in each region. As compared with other employment projections in the GP '75 Background for Planning Report, OBERS is less optimistic in the short term but more optimistic through 1990. Employment was chosen as the key factor in economic projections since it bears a direct relationship to population.

OBERS projects total jobs in Santa Clara County 1990 at 728,000 or an increase of 221,000 over the present number. Approximately one-third of these jobs would be basic or manufacturing in nature.

San Jose is attempting to improve the economic position of its residents by aggressively pursuing economic development through increasing the overall level of economic activity in this County and capturing a larger share of that activity for San Jose. Recognizing that it is the absolute economic position of residents that materially affects people's lives, the City of San Jose will continue to promote the economic viability of the community while attempting to address the economic imbalances between the cities in the County.

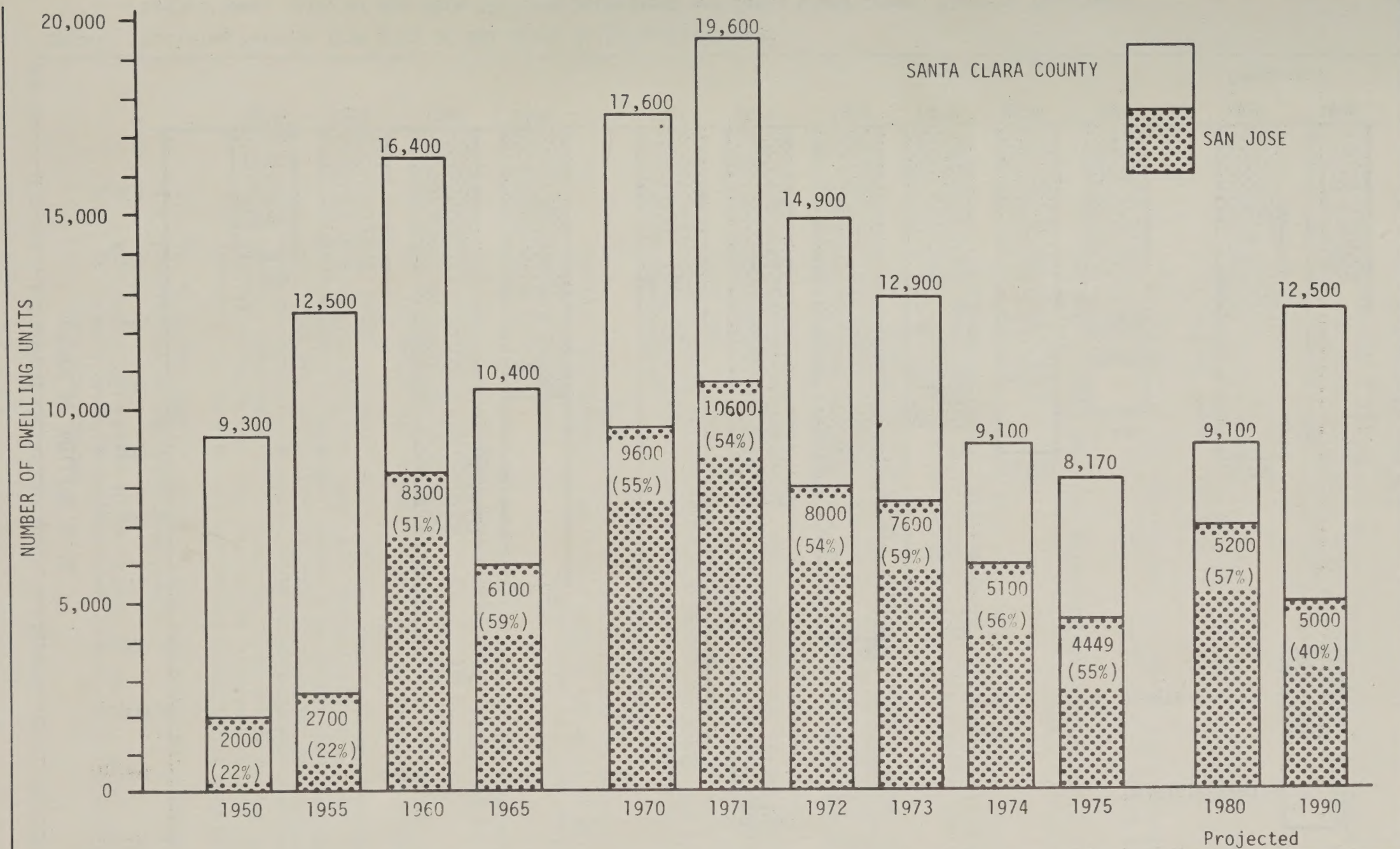
San Jose's share of metropolitan area employment growth projected in GP '75 is 70%. At an employment density of approximately 25 workers per net acre, the manufacturing employment growth by 1990 would require almost 3,000 net acres of industrial land. Non-manufacturing employment growth will be accommodated in commercial as well as industrial areas and will account for additional land absorption.

The wide variety of industrial and non-manufacturing uses which will be developed in San Jose may result in a lower average employment density. In this event, the project employment growth and industrial development could require more than the 3,000 net acres indicated above. Therefore, the GP '75 land use proposals include additional industrial areas for future development.

The employment density of approximately 25 workers per net acre is an average and would not pertain to all industrial development areas in San Jose. For example, new developments in the North San Jose area tend to be warehousing and distribution firms with a substantially lower employment density. New development in the Edenvale industrial area tends to be much more intensive than the average. This distribution of employment intensity seems to be very compatible with the land use and transportation policies of the General Plan and should be encouraged. A greater concentration of jobs in the area south of Freeway 280-680 matches the concentration of the labor force and has the potential to relieve commuting pressures on the north-south travel corridors.

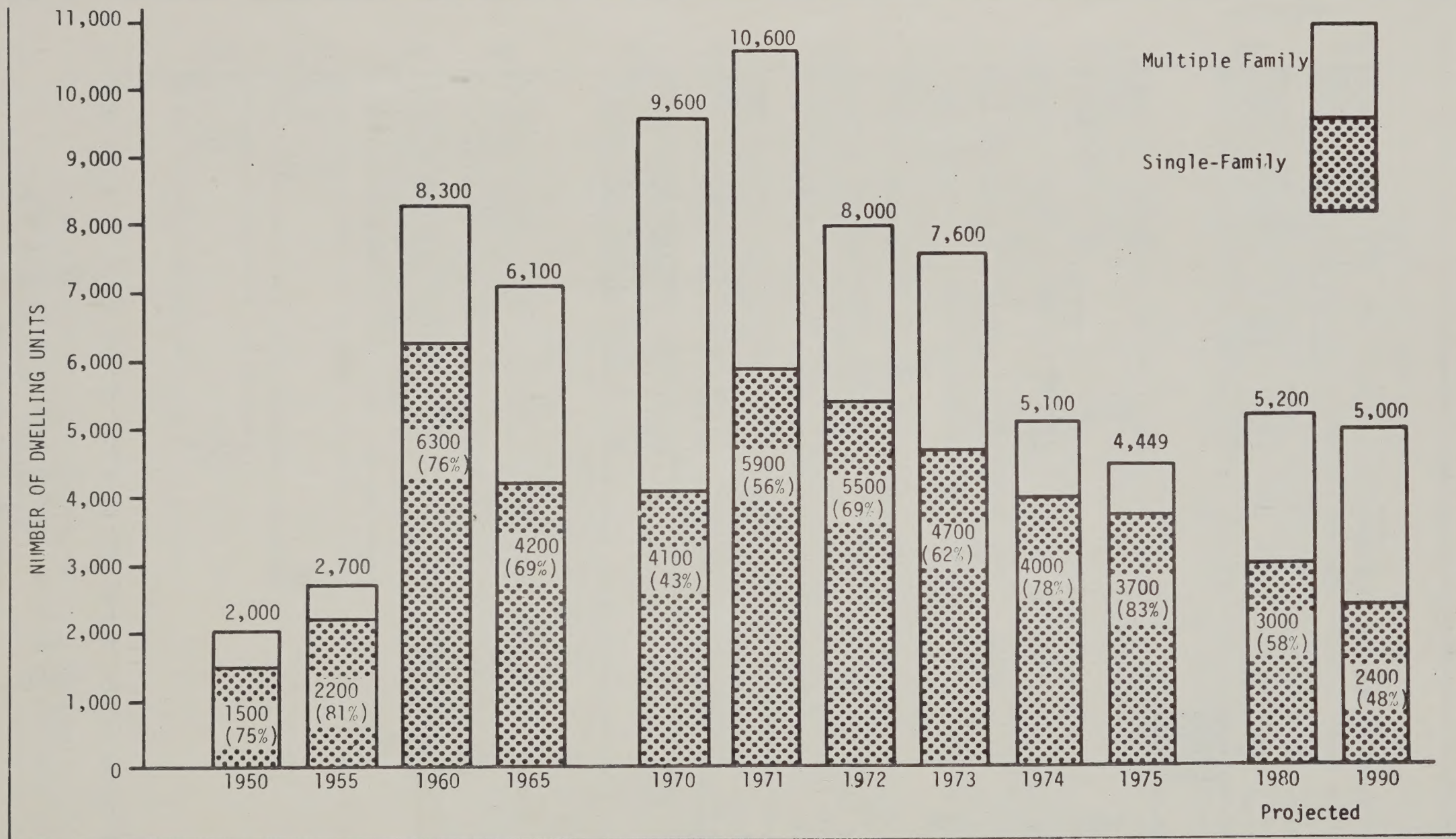
1. Joint effort in 1972 by the Office of Business Economics of U. S. Department of Commerce and Economic Research Service of U. S. Department of Agriculture. (Figure 5).

TOTAL NEW DWELLING UNITS AUTHORIZED BY BUILDING PERMITS
SANTA CLARA COUNTY AND CITY OF SAN JOSE



SOURCE: INFO. #547, Santa Clara County Planning Department, June 1975; and City of San Jose Building Department
Projections: City of San Jose Planning Department and Santa Clara County Planning Department

SINGLE-FAMILY/MULTIPLE-FAMILY DWELLING UNIT MIX OF TOTAL NEW DWELLING UNITS AUTHORIZED BY BUILDING PERMITS
SAN JOSE, CALIFORNIA



SOURCE: Building Permits from City of San Jose, Building Department

Projections: City of San Jose Planning Department and Santa Clara County Planning Department

a. Residential Land Use

GOAL: Encourage a variety and mix in housing types in all parts of San Jose; and relate residential areas to existing and proposed public facilities necessary for human well-being.

POLICIES:

1. Residential development shall not be allowed to occur in areas where such development might be hazardous to human habitation (in accordance with "Natural Hazards" Policies).
2. Urban residential development shall be located where adequate services and facilities can be provided (in accordance with "Urban Development" Policies).
3. Residential areas shall be protected from encroachment of incompatible or unrelated uses, and buffered from nearby uses which might have a negative impact.
4. Higher residential densities shall be distributed throughout the community; and located near commercial and financial centers, large employment centers, major community facilities, parks, open space areas, and major transportation routes.
5. Higher density residential development (12 DU/AC or more) may be allowed, under planned development control, on major arterial streets which are designated for commercial use, if of a size and design which would provide an appropriate residential environment within the larger non-residential environment.
6. In areas designated on the Land Use Diagram for maximum dwelling unit densities of twelve units per acre or more, a greater dwelling unit density may be allowed for a development if the population projected to be generated from the development is no greater than that which would be generated from development within the designated density limit; this policy is particularly applicable to senior citizen housing.
7. Because of the limited supply of land available for multiple family housing, institutional uses such as schools and churches will be discouraged from locating in areas designated as higher densities on the Land Use Diagram.
8. Mobile Home Parks are considered to be permanent residential uses and shall be allowed in areas designated for residential use on the Land Use Diagram.
9. Mobile Home Parks shall be encouraged to locate in various areas of the City rather than concentrating in one or two planning areas.
10. New mobile home parks shall not be allowed in designated industrial areas; existing mobile home parks in industrial areas will, however, be considered as permanent, rather than interim uses, subject to individual site evaluation and shall be given the same protection from adjacent incompatible uses as would be afforded any residential development. Existing parks in industrial areas are designated as residential on the General Plan Map but that designation will revert to industrial in the event of termination of the mobile home park use.
11. The following specific criteria shall be considered in reviewing proposed mobile home park developments:
 - Generally required to locate with access on a major street but, in some cases, allowed on minor streets if adequate points of access are provided.
 - Located so as not to disrupt the planned street network.

- Family parks to have reasonable access to educational facilities which have the capacity to serve the potential student population.
 - Required to have sufficient site area to permit development of attractive and functional parks, with an adequate amount of open space. Located where there are sufficient retail and service facilities available.
 - Required to participate in financing their appropriate and equitable share of public services and facilities.
12. Elderly citizen housing developments shall be located in neighborhoods that:
- Are basically residential, free of objectionable features such as noise, dust, smoke, noxious odors; not in close proximity to railroads or airports and other undesirable features;
 - Are free of heavy traffic or have safeguards for pedestrian movement between dwelling areas, services, and recreational facilities.
 - Are within reasonable walking distance of community facilities and services or are accessible by public transportation.
 - Are convenient to most or all of the following facilities:
 - Health facilities such as physicians' offices, clinics and hospitals
 - Cultural and religious institutions, such as libraries, schools and churches
 - Social and recreational opportunities, such as community centers, parks
 - Retail and service facilities used in every day activity, such as grocery, drug and dry goods stores, barber and beauty shops, etc.
13. Densities permitted by the General Plan on slopes greater than fifteen percent may be allowed to be transferred to lower elevation of the same development; provided that such density is reasonable and compatible with the surrounding area.
14. Residential social service programs (e.g., board and care facilities) shall be equitably distributed throughout the City. The City shall encourage the County to plan adequate residential social service programs that are equitably distributed throughout the County.
15. When changes in residential densities are proposed, the following factors shall be taken into consideration:
- Neighborhood identity, preservation, continuity, and concerns
 - Proper location
 - Impact on neighborhoods, schools, transportation, services, and facilities
 - The impact on the living environment of the area
 - The historic character of the neighborhood, and
 - Any other impact the proposed change will have on the area.
16. In areas designated for residential use, parking facilities to serve adjacent non-residential uses may be allowed if such parking facilities are adequately landscaped and buffered and access to residential streets is restricted.

5. Public Facilities and Services

Community facilities and services are important components of any City. Some are fundamental to urban life, while others, though desirable for cultural or educational enrichment, are not indispensable. Up to this time there has been no comprehensive effort to determine which facilities/services would appropriately be placed in each category in order to establish policies and implementation regarding the needs, priorities and standards acceptable in our community.

While the need for basic utilities such as water and sewers can be generally accepted, the increased demand for other services by a more expectant public is a continuing matter of discussion. Certain policies and ordinances including the Construction/Conveyance taxes and the Urban Development Policy have previously established linkages between the provision of facilities/services and the construction of new housing. However, growing public concern, especially as expressed by passage of the Measure "B" initiative, provided the impetus for the City to identify and define necessary facilities and services and to seek adequate service levels and time frames for the provision of such facilities in establishing any future funding programs to provide necessary City facilities.

"Necessary" facilities/services are defined as those without which further development will not be allowed. The list of such services and facilities is reflected in figures 30, 31, 32 and 33 (page 53) of the General Plan. Three general time frames exist within which specified facilities and services should be furnished. They are as follows:

Prior to New Development. Those services and facilities to be provided prior to new development relate to the safety of new construction or involve the acquisition of land or buildings.

Prior to Occupancy. Those services and facilities to be available prior to occupancy of new homes address health, safety, and welfare concerns of the new occupants.

From Occupancy to Neighborhood Maturity. Several services and facilities will be provided at some time after occupancy of a new home. Provision of these services is not directly related to new construction or occupancy nor do they require the early acquisition of land to insure long-term service. Provision of many of these services requires a "threshold" population for their most efficient operation.

Attention should also be directed toward those facilities and services which may not be regarded as necessary but yet are extremely important in meeting the cultural, social and aesthetic needs of the population. The City can foster a greater cultural climate by providing opportunities for the free expression of the arts which can be experienced or originated by its citizenry. City owned facilities should be made easily available to the public for the presentation of its cultural and artistic endeavors. Large scale facilities such as the Performing Arts Center and Civic Auditorium should schedule a wide variety of programs to meet the needs of all members of the community.

GOAL: Maintain a coordinated plan for the provision of public and quasi-public services and facilities to provide for the health, safety and cultural needs of San Jose's population.

POLICIES:

1. The following list shall comprise the broad range of facilities and services to be considered in developing General Plan policies and implementation strategies. Standards for specific facilities and services will be developed incrementally as Urban Service Programs are prepared. The list of facilities and services contained in Figures 30, 31, 32 and 33 (page 53) will be used in preparing urban service programs.

Revised
Section 5.
(Continued)

Schools
Solid Waste Disposal
Water Supply and Distribution
Energy
Sewage Treatment
Sanitary Sewers
Police
Fire Prevention and Suppression
Parks Acquisition and Development
Streets
Utilities
Flood Control
Libraries
Recreation Programs
Transportation, including Freeways and Public Transit
Air Quality
Low Income Housing
Human Services
Administrative Services
Emergency Facilities/Services
Storm Drainage
Communications System

The standards established shall be used in the development of Urban Service Programs and shall be reviewed as part of the annual review of the General Plan.

2. The City shall give priority to providing services and facilities designed to serve existing needs and to prevent deterioration of existing levels of service.
3. New development must provide for its own basic services and facilities based on the standards established by the City, without placing additional burdens on the existing population.
4. The City shall develop urban service programs for each planning area outlining identified facility and service needs and also a program for satisfying them so that the minimum acceptable level of service will be met.
5. All public facilities installed by the City or other governmental agencies shall conform to the same standards imposed on private development.
6. The City shall promote reciprocity and consolidation of overlapping services between government jurisdictions, both countywide and regionally, where increases in efficiency and quality can be projected.
7. The City, through its Fine Arts Commission, shall encourage maximum use of its Performing Arts Center, other auditoria and museums, and shall underwrite a wide variety of cultural activities.
8. The City should consider the need for construction or acquisition of additional cultural facilities, including small and medium sized theatres, and a band shell.
9. The City shall encourage the school districts to include cultural awareness programs in their curricula.
10. The City shall consider the support of neighborhood art programs through the utilization of its community centers.

6. Community
Design

8. The City shall require the undergrounding of utility lines serving individual structures, and the undergrounding of all utilities in new development and redevelopment except where topographical or soil conditions on the site make undergrounding of distribution lines unreasonable or impractical, when existing overhead distribution lines within the site carry a voltage higher than 34.5 K.V., or when the undergrounding of distribution lines may be unreasonable or impractical because of existing overhead connections to properties across a public right-of-way from the site. In this case, the City shall require the applicant to facilitate future undergrounding through appropriate measures as deemed necessary by the City. The City shall also lend maximum support to programs for undergrounding existing overhead utilities.

2. Person Travel

a. Thoroughfares

OBJECTIVE: To preserve adequate right-of-way for existing and future travel demands and to improve the thoroughfares as warranted by prevailing conditions.

POLICIES:

1. Thoroughfares shall be defined as all public right-of-way dedicated for the use of inter-neighborhood movement of people and goods. All thoroughfares shall be considered as possible routes for transit, bicycles, pedestrians and automobiles.
2. Well designed and located throughfares which adequately meet the demand for intra-County trips shall be encouraged. Thoroughfare right-of-way dimensions shall be based on trip demands; appropriate right-of-way and improvements shall be dedicated and constructed as development occurs.
3. Priority use of thoroughfares shall be assigned for the movement of vehicles as opposed to parking or stopping. Thoroughfare capacity shall be optimized through such devices as signal timing, bus pullouts, and on-street parking restrictions rather than by street widening.
4. Residential development shall be designed with limited access to arterial streets as follows:
 - No direct frontage or access on six-lane arterials or within 350 feet of the intersection of two arterials.
 - Direct frontage or access elsewhere on four-lane arterials shall be strongly discouraged.

The use of frontage roads, corner lots, open-end cul-de-sacs or other design solutions shall be encouraged in preference.

5. Local streets should be designed to discourage through traffic and unsafe speeds. Where such conditions exist, law enforcement and traffic operations techniques shall be used to discourage them.
6. The minimum overall performance of City streets during peak travel periods shall be "level of service D".

7. Elementary (K-6) and junior high schools shall be discouraged from locating adjacent to arterial streets and from establishing attendance boundaries that are bisected by major thoroughfares and arterial streets should not be planned adjacent to elementary and junior high schools.
8. Additional right-of-way on major collector streets from the right-of-way designated on the Land-Use/Transportation Diagram may be required to facilitate a protected left-turn lane, bus pullouts and a free right-turn lane in order to provide additional capacity at major intersections.

b. Public Transit

OBJECTIVE: To develop a public transit system that provides mobility to all the City's residents and reduces automobile congestion; and to do so in all stages that are within the capabilities of the community.

POLICIES:

1. The City shall support one or more public transit systems capable of accommodating at least fifteen percent of peak travel period demand by 1990.
2. Public subsidization of public transit shall be supported when needed.
3. The City shall cooperate with other transportation agencies to assure that all residents have adequate access to public transit as an alternative to the automobile.
4. The City shall cooperate with the Santa Clara County Transit District and other transportation agencies to develop corridor transit service, and to provide convenient transfers between public transit systems and other modes of travel, such as taxicabs, commercial buses, rail transit and others.
5. An efficient and attractive public transit system which meets the travel demand at major activity centers shall be encouraged; with central San Jose, the municipal airport, and the Civic Center being given priority attention.

c. Travel Control

OBJECTIVE: To promote economical programs to modify the travel behavior of residents consistent with the overall values of the community.

POLICIES:

1. Programs to reduce the percentage of total daily work trips generated during the 4:30 - 5:30 p.m. peak hour travel period and to evenly disperse such trips over a two to three hour period shall be promoted.
2. Programs to increase average auto occupancy shall be promoted; an objective of such programs being to increase the average auto occupancy for work trips by at least ten percent during the peak travel periods.
3. The City shall support State and Federal legislation and programs to develop viable alternative power sources to the internal combustion engine.

d. Bicycle Plan

OBJECTIVE: To develop a safe, direct, and well maintained bikeway system; and to provide safe and adequate bicycle parking facilities.

POLICIES:

1. A system of bicycle routes shall be developed in order to promote the use of the bicycle as an alternative mode of transportation; and to encourage its use for commuting as well as recreational purposes.
2. Bike paths shall be wide enough for use by emergency vehicles where other emergency routes do not exist, and shall be located and designed to enhance the personal safety of cyclists.
3. Right-of-way and improvements for bike lanes consistent with the requirements of the Bicycle Route System Map shall be included in future street dedications.
4. The removal or restriction of existing on-street parking in order to accommodate bike lanes shall be implemented if all other appropriate street modifications are determined as not feasible.
5. Safe and adequate bike parking facilities shall be required at the following: transportation centers, public parks and recreation areas, and other non-residential locations.
6. The City shall cooperate with the County in designing and constructing bike routes.
7. An educational program on the safe and correct use of bicycles shall be sponsored by the City.
8. A bicycle law enforcement program to complement the educational program shall be executed by the City.
9. Bicycle facilities should be consistent with the objectives for utilization of the Baylands.

e. Pedestrian Mobility

OBJECTIVE: To develop safe and pleasant pedestrian facilities that provide direct and convenient pedestrian movement and that are designed to serve all segments of the public including the young, the aged, and the handicapped.

POLICIES:

1. Pedestrian movement shall be encouraged as a viable mode of travel throughout the City by providing safe and convenient pedestrian facilities within downtown malls and between residential areas, schools, parks and shopping areas in both new and existing urban areas.
2. Safe mobility for the physically handicapped shall be considered in the design of all public facilities including proper ramp facilities and adequate signal timing for the safe movement of both the aged and handicapped.
3. Since the majority of pedestrian/motor vehicle accidents are caused by unsafe pedestrian behavior, an active pedestrian safety education program for the general public, and in particular, the very young and the elderly, shall be fostered.

f. Parking

OBJECTIVE: To provide adequate parking facilities on a citywide basis through the cooperation of public and private enterprise; parking control measures should reinforce related transportation goals.

POLICIES:

1. Adequate off-street parking shall be required at all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code shall be reviewed regularly.
2. Public parking facilities shall be located and designed so that a maximum number of land-use activities may utilize the facility and maximum utilization can occur throughout the 24-hour day; joint use facilities shall also be encouraged in private developments.
3. Reserved preferred parking for the handicapped shall be allocated at all public off-street parking sites.
4. Multiple occupancy vehicles should be given preference in terms of parking space location, reduced parking fees, and other such incentives.

3. Goods Movement

a. Rail

OBJECTIVE: To provide rail accessibility to industrial areas and to minimize the conflict with other transportation operations.

POLICIES:

1. Whenever possible, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, shall be provided. The City shall make maximum use of available State and Federal funds for railroad crossings, and insure that the railroads pay their equitable share of any such projects.
2. The City shall continue as rapidly as possible with its program of upgrading safety equipment at railroad crossings.
3. The City shall take appropriate action to minimize the occurrence of unnecessary traffic delays caused by trains by immediately bringing such occurrences to the attention of the appropriate railroad and, if necessary, the Public Utilities Commission.
4. The City shall make every effort to see that the railroads fulfill their obligation to maintain the rail crossings.
5. The City shall consider the economic and environmental impacts of any decision regarding rail routing, including air and noise pollution, the disruption or splitting of neighborhoods, the demand for railroad service, and access conditions for motor vehicles and pedestrians.

b. Truck

OBJECTIVE: To provide safe and efficient movement of truck traffic, and to mitigate the impact of trucks on residential streets.

POLICIES:

1. Utilization of State freeways, County expressways, and six-lane arterial streets shall be promoted for through truck traffic. Trucks shall be encouraged to use those routes least objectionable to residential areas.

2. Truck traffic and truck parking shall be barred from those residential streets where a study indicates that such conditions foster excessive safety, noise, vibration, odorous, aesthetics, or maintenance problems. Appropriate performance criteria shall be established and enforced.
3. Overnight truck parking shall only be allowed in industrial and/or commercial districts where adequate street section exists. In no case, however, shall it be allowed opposite residential frontage.
4. The City shall employ appropriate means to minimize the emittance of dust and debris from trucks.
5. Industrial and commercial sites shall be planned so that truck access through residential areas is minimized in general, and eliminated entirely on two-lane residential streets.
6. Off-street facilities for freight loading and unloading shall be required at all new developments, and encouraged at all existing developments.
7. Off peak-hour freight deliveries shall be encouraged Citywide and required where no off-street dock facilities exist.
8. On-street loading and unloading at existing locations which blocks through traffic shall not be allowed during peak travel periods.
9. A master truck routes system should be established for San Jose.

4. Air Transportation

OBJECTIVES:

1. To provide general aviation facilities and promote airline services to meet the present and future air transportation needs of local residents and operate the Airport in compliance with Federal, State and local regulations.
2. To plan for the long-range improvement of facilities at the existing airport to accommodate future needs.
3. To ensure compatible land uses in the vicinity of the Airport.

5. Downtown Core Area Transportation

OBJECTIVE: To provide comprehensive transportation facilities to sustain redevelopment of downtown San Jose. These transportation facilities should improve access and parking, and reduce through traffic and internal congestion. The policies in this section are either peculiar or particularly relevant to the Downtown Core Area of San Jose and supplement the transportation policies in other sections of the General Plan.

POLICIES:

a. Automobile Traffic

The use of the automobile in downtown San Jose shall be directed to achieve a people-oriented area:

1. Discourage the use of local and collector streets for through traffic by circulation design and proper application of traffic operation techniques.
2. Promote the use of indented curbs, where adequate pedestrian facilities exist, for buses, taxis, and other short term parking.

3. Divert through traffic around the Core Area to the perimeter transportation network and to freeways. The necessary circulation and distribution of traffic for the downtown from the adjacent freeways should be supplemented by a frontage road system. Such frontage roads would relieve some streets of vehicular congestion thus making more interior streets available for increased pedestrian use. Frontage roads should lead directly to major vehicular streets which lead to parking.

b. Truck Traffic

Truck traffic shall be encouraged to remain on through corridors, and to operate to minimize conflicts with other transportation operations:

1. Encourage efficient innovative goods delivery systems including adequate interface with other modes, consolidation terminals, containerization, and indented curbs.

c. Transit

Downtown public transportation shall offer mobility to all population segments, especially the transit dependent. Transit systems shall be safe, comfortable, and convenient, and have minimum negative impact upon other travel modes and adjoining land uses:

1. Develop optimum public transit within the Core and develop a transportation center in the vicinity of the Core to serve as the major point of transfer for inter-county and inter-regional transit in the South Bay area.
2. Maintain high levels of service to the "latent demand" segment of the population, especially the transit dependent, young, elderly, and handicapped.
3. Emphasize two major transit corridors servicing the downtown Core Area: the north-south corridor of First Street and the east-west corridor of Santa Clara Street and San Carlos Street.
4. Encourage implementation of shuttle services between peripheral parking areas and downtown.
5. Locate mass transit stops to encourage interfacing with automobile and bicycle parking facilities, and other transportation facilities.
6. Require new developments to share the cost of adjacent bus shelter and bike parking facilities.
7. Consider implementation of special transit services for off-peak hour events.

d. Pedestrian Traffic

Pedestrian traffic shall be encouraged through provision of pedestrian corridors, malls, open space areas, and other amenities. Retail development should be situated along pedestrian corridors; and all pedestrian corridors should be convenient to transit and parking facilities:

1. Require new downtown developments to maintain a certain percentage of open space, preferably at street level.
2. Plan public improvements along the pedestrian corridors such as street furniture, pedestrian level lighting, clocks, fountains and landscaping with natural or man-made barriers to vehicular traffic.
3. Prohibit sidewalk elevators in areas of high pedestrian usage.
4. Create a pedestrian space along First Street where vehicle travel is minimized.

e. Bicycle Traffic

The bicycle shall be promoted as an alternative mode of transportation downtown through the provision of appropriate bicycle facilities.

1. Link major activity centers with bikeways.
2. Assess improvements costs for critical bikeway links to developer(s) at time of development.

f. Automobile Parking

Major parking facilities accessible to the perimeter transportation network shall be provided on the fringe of downtown. Sequencing of fringe parking and availability of people moving systems shall be considered in the evaluation of all parking proposals. Internal parking facilities shall be designed to encourage short term use while recognizing their impact on the total transportation system:

1. Remove as much long-term parking as feasible to fringe facilities.
2. Remove curb parking from major thoroughfares and from street frontages adjacent to new development.
3. Design parking facilities to serve a variety of land uses.
4. Reflect changing automobile design standards with respect to average size and weight.
5. Encourage construction of parking facilities through private, quasi-public, and public ventures, (i.e., merchant associations or combination municipal-private development).
6. Integrate short-term parking into new buildings to provide more convenient parking close to parking generators at the time the generator is established.
7. Encourage parking price incentives to increase auto occupancy.
8. Incorporate adequate ingress/egress points for off-street parking facilities to ensure minimum impact upon City streets through:
 - Adequate stacking space off-street
 - Exit metering
 - Mid-block access points
 - Exits and entrances on opposite sides of the facility
9. Restrict curb parking during peak hours where necessary.
10. Encourage stricter enforcement of double parked trucks and autos at loading zones.
11. Use "paired" on-street parking stalls (pairs of nineteen foot stalls separated by eight feet of red curbs) in high turnover areas.
12. Follow a standard set of criteria for the installation of loading zones.
13. San Jose State University has the primary responsibility for providing parking for the students. The City should cooperate with the University in these efforts and should consider alternative solutions to the problem, and insure that such traffic does not interfere with internal downtown activity.

GENERAL PLAN LAND USE COMPOSITION: EXISTING & PLANNED (Net Acres)

PLANNING AREA	EXISTING ^a				ULTIMATE ^b			
	Sing. Fam. Residential	Multi. Fam. Residential	Commercial	Industrial	Sing. Fam. Residential	Multi. Fam. Residential	Commercial	Industrial
Almaden	1694.61	30.37	21.16	63.85	3736.31	68.48	46.44	63.85
Alum Rock	3423.64	408.27	363.79	373.04	4610.32	628.71	458.30	588.82
Alviso	56.98	3.61	9.93	1558.30	56.98	3.61	12.94	2503.44
Berryessa	1947.43	80.49	72.41	365.09	2793.91	168.47	120.84	1565.59
Cam/Pioneer	2209.59	193.21	227.64	26.35	2405.39	374.53	292.52	26.35
Central	1983.11	577.04	543.06	738.05	2006.98	624.08	571.75	865.37
Coyote	72.68	.23	19.76	117.78			19.76	388.78
Edenvale	3380.62	261.82	247.59	264.28	5076.48	718.94	414.50	1338.89
Evergreen	970.05	180.64	159.91	60.12	4129.25	363.39	302.78	116.47
North San Jose	149.67	15.13	143.98	1238.33	431.82	80.05	290.15	2795.14
South San Jose	1314.38	212.89	236.41	667.30	1907.97	409.36	317.07	1210.68
West Valley	3390.79	692.96	557.12	101.03	3513.19	790.51	632.46	101.03
Willow Glen	3544.74	428.65	316.12	70.49	3663.40	523.07	395.52	72.45
Calero/San Felipe	----- NO SIGNIFICANT AMOUNT -----				----- NO SIGNIFICANT AMOUNT -----			
CITYWIDE TOTAL	24138.29	3085.31	2918.33	5644.01	35164.71	4753.43	3875.03	11,636.86

SOURCE: City of San Jose, Planning Department

- Existing developed acreage as of 12/31/74. Acreage developed since that time is included in ULTIMATE.
- Includes all land designated for these uses on the Land Use/Transportation Diagram even if it is not expected to develop in the time frame of this plan.

POPULATION AND DWELLING UNIT HOLDING CAPACITY

PLANNING AREA	EXISTING: 1975						1975-1990 INCREASE						1990 TOTALS					
	Dwelling Units				Totals		Dwelling Units				Total Increase							
	Single-family	%	Multi-family	%	Dwelling Units	Pop.	Single-family	%	Multi-family	%	Dwelling Units	Pop.	SF	% SF	MF	% MF	DU's	Pop. ^d
ALMADEN	6,208	99%	74	1%	6,282	24,090	3,912	89%	508	11%	4,420	13,967	10,120	95%	582	5%	10,702	33,818
ALUM ROCK	20,049	77%	5,891	23%	25,940	92,380	5,480	58%	3,928	42%	9,408	29,353	25,529	72%	9,819	28%	35,348	110,286
ALVISO	363	90%	42	10%	405	1,770	a		a		a		363	90%	42	10%	405	1,770
BERRYESSA	11,428	94%	681	6%	12,109	43,550	3,145	65%	1,697	35%	4,842	14,526	14,573	86%	2,378	14%	16,951	50,853
CAMBRIAN/PIONEER	14,450	84%	2,730	16%	17,180	50,645	1,238	25%	3,643	75%	4,881	13,570	15,688	71%	6,373	29%	22,061	61,330
CENTRAL SAN JOSE	16,506	51%	15,677	49%	32,183	83,440	156	5%	2,764	95%	2,920	5,606	16,662	47%	18,441	53%	35,103	67,398
COYOTE	316	93%	25	7%	341	1,400	152 ^b		--		152	456	468	95%	25	5%	493	1,479
EDENVALE	21,664	88%	3,064	12%	24,726	82,030	8,950	54%	7,667	46%	16,617	47,525	30,614	74%	10,731	26%	41,345	118,247
EVERGREEN	6,667	89%	857	11%	7,524	26,110	12,520	78%	3,550	22%	16,070	50,781	19,187	81%	4,407	19%	23,594	74,557
NORTH SAN JOSE	1,065	65%	242	35%	1,307	4,180	1,763	67%	886	33%	2,649	5,298	2,828	71%	1,128	29%	3,956	7,912
SOUTH SAN JOSE	10,451	78%	2,866	22%	13,317	40,890	3,647	49%	3,858	51%	7,505	21,465	14,098	68%	6,724	32%	20,822	59,551
WEST VALLEY	26,334	78%	14,303	22%	40,637	100,560	793	25%	2,354	75%	3,147	7,962	27,127	62%	16,657	38%	43,784	110,774
WILLOW GLEN	20,191	74%	7,133	26%	27,324	73,265	751	28%	1,909	72%	2,660	7,456	20,942	70%	9,042	30%	29,984	83,356
CALERO/SAN FELIPE	159	99%	2	1%	161	550	c		c		c	c	159	99%	2	1%	161	483
CITYWIDE TOTALS	155,851	74%	53,587	26%	209,436	624,860	42,507	56%	32,764	44%	75,271	217,965	198,358	70%	86,351	30%	284,709	781,814

SOURCE: City of San Jose Planning Department

a. No increase in population or dwelling units is projected for Alviso

b. Theoretical maximum in areas designated Rural Residential.

c. Negligible new dwelling units consistent with Non-Urban Hillside designation.

d. The 1990 population total reflects the fact that fewer people will reside in the existing housing stock due to declining household sizes.

PROJECTED EMPLOYMENT GROWTH 1975-1990^a

PLANNING AREA	EMPLOYMENT CATEGORIES							TOTALS
	MANUFACTURE	WHOLESALE	RETAIL	SERVICES	TCU & C	GOV'T.	F.I. & R.E.	
ALMADEN	-	-	211	159	-	273	79	722
ALUM ROCK	1,112	2,219	558	1,285	767	316	279	6,536
ALVISO	-	-	21	27	-	-	12	60
BERRYESSA	18,008	10,809	3,923	2,280	1,799	157	142	37,118
CAMBRIAN/PIONEER	-	-	394	722	-	15	225	1,356
CENTRAL	783	1,869	2,109	7,630	3,816	940	2,884	20,031
COYOTE	2,049	-	-	-	-	-	-	2,049 ^b
EDENVALE	26,562	1,934	3,501	7,729	-	480	397	40,603
EVERGREEN	450	450	1,088	1,509	133	744	437	4,811
NORTH SAN JOSE	9,536	10,235	730	3,693	2,380	57	2,217	28,848
SOUTH SAN JOSE	7,553	4,629	619	2,153	1,488	216	218	16,876
WEST VALLEY	-	-	505	651	-	20	248	1,424
WILLOW GLEN	20	20	401	1,295	5	2	177	1,920
CALERO/SAN FELIPE	-	-	-	-	-	-	-	-
CITYWIDE TOTAL	66,073	32,165	14,060	29,133	10,388	3,220	7,315	162,354 ^c

SOURCE: City of San Jose, Planning Department

- Plan assumes that all designated industrial and commercial areas will be developed by 1990 except the following:
Alviso Industrial Reserve and Planning Area - as yet undetermined; North San Jose Industrial Reserve - 75%.
- This number represents the projected jobs for the IBM facility. No other employment is projected for Coyote.
- The total represents a net increase of new jobs as reductions have been included within specific employment categories where they are expected to occur.

3. Combined Industrial/Commercial

This category of use is designed to allow for developments containing a mixture of compatible commercial and industrial uses as in the vicinity of the Municipal Airport. It is also intended to allow either commercial or industrial use in areas which already exhibit such a mixed land use pattern as to make it very difficult to define rational boundaries for each of these categories. Two areas in which this condition exists is in the Bayshore Freeway, North First Street, Highway 17 area, and on Monterey Highway south of Lewis Road. This use category has been applied in only a few areas, to provide justifiable flexibility. It is not intended to be widely used. As to industrial uses, only industrial park and light industrial uses are consistent with this use category. As to commercial uses, retail and office uses in general are consistent with this designation, but shopping centers, per se, are not intended. They are adequately provided for elsewhere.

4. Industrial

The industrial designations below define the types of industrial areas being planned for. In some cases, the specific industrial uses allowed will be subject to the policies of the Airport Land Use Commission. In all three industrial use categories, commercial uses, including office and retail facilities, which are ancillary to the industrial uses and are otherwise compatible, are allowed. On the other hand, institutional uses such as churches and schools will generally be discouraged from locating in industrial areas. In addition, there are some commercial land uses which have extensive land requirements that are more appropriate in the light and heavy industrial districts than in commercial districts. Examples of such uses are recreational vehicle parks, private campgrounds and tracks for off-street vehicles.

Industrial uses should, in general, be planned in close proximity to residential development, consistent with other General Plan policies, in order to discourage lengthy home to work commuting.

a. Industrial Park

A wide variety of uses are encompassed within this category but it does not include uses with functional or operational characteristics of a hazardous or nuisance nature which cannot be mitigated through design controls. The primary difference between this use category and the "Light Industrial" category is that performance and design standards are more stringently applied to Industrial Park uses, to eliminate or reduce any adverse impacts of the use(s). The development standards of the present "I District" are illustrative of this concept. An Industrial Park may be either a single use or a development containing several separate uses, which is zoned, planned, developed, and managed as a unit, and designed with sensitivity to surrounding uses.

b. Light Industrial

This is also an encompassing category for a wide variety of industrial uses, but excludes uses with significant nuisance effects. Because the uses allowed do not have substantial external effects, normal zoning and development controls will suffice. The design controls for this category of use are not as stringent as for the "Industrial Park" uses. Examples of this use category are warehousing, wholesaling, and "clean" manufacturing.

c. Heavy Industrial

This is a use category for certain industrial nuisance or hazardous uses which cannot reasonably be mitigated, or which are otherwise deleterious to the public health, safety, or general welfare and therefore need to be segregated from other uses. The types of industrial uses which are illustrative of this category are extractive and primary processing industries. The areas planned for Heavy Industrial use are limited, and are largely areas where such uses are already present.

d. Site Design Guidelines: Industrial Developments with Residential Street Frontages

Besides the appropriateness of the design to the function of an industrial site, there is a necessity to include a desirable environment for occupants, visitors and general community. Thus, industrial facilities should be designed to be compatible to adjacent land uses, especially to any residential districts through the use of appropriate design techniques for siting, building design and landscaping. In all cases, the established criteria should reflect the need to maintain the established residential character and scale of the neighborhood and its residents. Uses and density of development should be compatible for integration into residential neighborhood. Particular attention should be given to insure pedestrian/vehicular traffic safety.

Building design should be controlled so that the mass of the building does not dominate the street fronting the residential areas. A height setback ratio designed to reduce building mass on frontages should be incorporated with design features selected to conform to the design character of the residential area. Where appropriate, the choice of materials and colors similar to the residential area should be used and incorporated on all four sides of the structure. Frontages should not have any outdoor storage, delivery, or loading docks. Major ingress and egress points should not occur in narrow residential streets.

Landscaped frontages should utilize such techniques as wide setbacks and earth-berming with full landscaping to completely shield parking areas. Heavy landscaping on all frontages should be required and be compatible with the residential plant materials and street trees on those frontages. Parking areas should also be landscaped.

Signing should be restricted to monument signs with low height limitations and should only be illuminated by low intensity indirect lighting. Direct lighting used for security purposes should not glare on any residential district, and should follow appropriate guidelines to reduce electrical usage.

Comprehensive design guidelines are to be prepared and rigidly enforced to ensure appropriate compatible development of industrial sites adjacent to residential neighborhoods. Any potentially detrimental impacts are to receive corrective mitigation prior to occupancy.

5. Public/Quasi-Public

This category includes land uses of governmental agencies, utilities, and institutions such as churches and private hospitals. As to quasi-public (institutional) uses, only existing uses are designated; no future quasi-public uses are planned by the City. For this reason, any proposed quasi-public developments will be evaluated as to their conformance with the General Plan on the basis of applicable General Plan Goals and Policies. Public uses include schools, corporation yards, libraries, fire stations and City Hall. Some public uses are designated on the Land Use/Transportation Diagram which do not yet exist, but for which a site has been acquired. There may, in the future, be instances of a public agency wishing to dispose of surplus property. In those instances of the public use being terminated, a decision must be made as to what use(s) would be consistent with the General Plan. That determination will have to be made in each individual case which arises, based on the applicable General Plan policies. Not all existing public and quasi-public uses are designated on the Land Use/Transportation Diagram. Some are simply too small to be shown.

6. Public Parks and Open Space

These land uses which are of a basically open space nature are publicly owned but not in all cases open to public use. The most prevalent public open space uses are City and County parks. The category also includes the County Fairgrounds and percolation ponds. With only two exceptions, no public open space has been designated which is not now in public ownership or in a funding program for acquisition. The City is proposing the creation of Penitencia Creek Park Chain which, in conjunction with Alum Rock Park, would constitute an urban regional park and is seeking County funding participation. The City is also proposing and seeking County participation in the creation of an urban regional park which would consist of three separate park sites linked together by Guadalupe Creek between Camden Avenue and Almaden Expressway. Creation of the park requires the acquisition of a 100+ acre parcel at the western end of the proposed park chain (for which the alternative land use is five dwelling units per acre), and a parcel of approximately 170 acres west of Almaden Expressway (for which the alternative land use is two units per acre on the heavily wooded portion and five units per acre on the remainder). The eastern terminus of the park chain would be the Almaden Lakes Park which the City is in the process of acquiring.

The Land Use/Transportation Diagram does not completely reflect the City's public park and open space system. Some parks, and most neighborhood recreation centers, are too small to be reflected, as are some portions of PG&E rights-of-way which also serve as part of the City's park and open space system. Also not reflected are some existing creeks that flow through the valley and have the potential for providing recreation opportunities, unique natural open space settings, hiking and equestrian trails, and connecting links between other publicly-owned recreation areas. These creeks are part of the County-wide flood control system. For some of the major creeks, or portions thereof, the Santa Clara Valley Water District plans to leave them in basically their natural state rather than constructing flood control facilities. The following creeks, and reaches thereof, are included as part of the City's park and open space system on the assumption that they will be given flood plain treatment or a modified version thereof: Guadalupe Creek, Los Alamitos-Calero Creeks, Guadalupe River, Coyote Creek, Silver Creek south of Capitol Expressway, Yerba Buena-Thompson Creek as far as the Lake Cunningham Park site, Penitencia Creek, and Berryessa Creek east of Morrill Avenue.

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(Continued)

There may, in the future, be instances of a public agency wishing to dispose of surplus property or wishing not to acquire property now programmed for acquisition. In those instances of the public use or proposed public use being terminated, a decision must be made as to what use(s) would be consistent with the General Plan. That determination will have to be made in each individual case which arises, based on the applicable General Plan policies, and the use character and General Plan land use designation of the surrounding area.

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8. Private Recreation

These are uses of a higher intensity than the above category and are generally, but not necessarily, of an open space character. The range of allowable uses is broader than for the private open space category and includes those uses allowed in the Private Open Space category. Uses include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks and private campgrounds. Ancillary commercial uses (bars and restaurants) are allowed in conjunction with private recreation uses. Only existing uses are reflected on the Land Use/Transportation Diagram.

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D. Net Benefit

This section presents an important refinement to the development review process. The process for determining "net benefit" will provide help in assembling and displaying information for decision-makers. Decisions on development proposals will still be difficult, but the information will be in a form that will aid in clarifying the issues.

The criteria on which a development proposal may be judged for approval or denial have been broadened in recent years. In addition to required conformance to precise standards (such as lot size, density, pavement, and structural requirements) many project proposals now are accepted or rejected on the basis of conformance to the General Plan and broadly defined environmental criteria.

While the State Subdivision Map Act does not specifically allow for the denial of a zoning application because it would result in the net disbenefit to the City, sufficient latitude for such denial should exist in the flexibility for project approval or denial given to Charter Cities. A new ordinance or amendment of the existing zoning ordinance is necessary to establish "net benefit" determination as a basis for the approval or denial of a zoning application and to establish administrative mechanisms governing its application.

1. The City Council should direct the City Attorney to prepare appropriate measures for City Council approval such that new zoning for development should be approved only upon a finding that it will constitute a net benefit to the City. The net benefit finding should be made by the City Council and be required in all zoning, rezoning, and pre-zoning applications larger than a specified minimum size.

It is not felt however, that all rezonings need necessarily be subject to the net benefit requirement. The Administration should develop specific criteria consisting of some combination of acreage size and number of housing units to govern the application of net benefit.

2. The net benefit determination for a project should consist of economic, fiscal, social, and environmental findings that, taken together, demonstrate that the benefits of the project to the community will outweigh the disbenefits.

In light of the current fiscal problems existing in the City, no development constituting a fiscal disbenefit shall be approved unless there are extraordinary environmental, social, or economic considerations accompanying the development. If such a project is approved, the reasons for such approval shall be clearly delineated.

The economic, fiscal, environmental and social findings should include the following:

Economic Net Benefit should require that the proposed project be consistent with the economic development objectives reflected in the General Plan. When annual performance targets for development in residential, commercial, and industrial sectors of the economy are adopted by the City Council as the City's most explicit statement of its economic development strategy, the economic net benefit determination should be based on the proposed project's consistency with the adopted targets. If a project is approved despite the fact that it is inconsistent with the economic development objectives of the General Plan or adopted performance targets, a statement of overriding considerations should be included in the record of project approval.

Fiscal Net Benefit. Should require a determination that financing and a program exist to construct necessary facilities for residents of new development. (See Community Development Policies for definitions of necessary facilities and services.)

Where there is an adopted Urban Service Program, the Project must either conform to the program or include satisfactory alternatives for funding necessary facilities before project occupancy. Where there is no adopted Urban Service Program, and the project under consideration is within the Urban Service Area, the fiscal net benefit determination should be made on the basis of current projections of facility availability, including satisfactory alternatives. Conformance to Urban Service Programs or the provision of satisfactory alternatives will result in a finding of fiscal net benefit and will allow a project to proceed through the remaining portions of the review process. If a project is approved despite the fact that it constitutes a fiscal disbenefit to the City, a statement of overriding considerations should be included in the record of project approval.

A finding must also be made whether services to operate and maintain facilities required by new development will be available. Availability means cost, financing and timing will be considered. This finding would be based on current revenue projections in the citywide general plan fiscal analysis. Services not related to a specific facility in the area, ex. police, should also be considered. The above findings on service availability should relate the planning area (or other service area) to the citywide situation. The latter is covered in analysis of economic net benefit. Both fiscal and economic net benefit sections must support the finding that services will be funded and provided within a reasonable time of development. Service and facility costs will be analyzed in urban service programs. If needed, development sequencing plans can be established to deal with a situation where facilities or services cannot be funded and provided within a reasonable time of development.

Environmental Net Benefit. Should require a finding that the project either will have no significant (negative) impact on the environment, or in the case of significant impact, that the project will include mitigation measures and/or statements of overriding considerations (which may include elements of fiscal or social net benefit) that mitigate or balance adverse environmental impacts.

Social Net Benefit. Should require that any site specific facilities or services relating to the social needs of the anticipated residents of a proposed project can be provided.

Upon completion of the City's General Plan and the Countywide Human Services Needs Assessment Study, the findings of social net benefit should include a determination that the project helps satisfy identified needs and/or contributes to the achievement of City policies adopted through the General Plan and/or Needs Assessment Project (recognizing that many policies cannot be carried out by a single development). The City's interest in improved community identity, neighborhood mix and in more effective interpersonal community relations will be expressed in the adopted policies.

3. Direct the City Administration to prepare, for consideration and adoption, a system of ongoing economic analyses to include:
(1) annual performance targets for industrial, commercial, and residential development; (2) a strategy for achieving these targets in each area; (3) an evaluation process to determine if the progress toward achieving the performance targets is producing the desired economic results; and (4) a means to adjust performance targets and/or economic development objectives.
4. A net benefit criteria sheet should be developed to summarize the detailed package of information comprising the net benefit analysis. Such a sheet could be used to provide a summary comparison of the development proposal features by economic, fiscal, environmental, and social criteria. Use of a criteria sheet will allow decisionmakers to keep all of the impacts in mind while making appropriate trades among strengths and weaknesses. Major environmental impacts will require a separate explanatory text summarizing the findings of any studies supplemental to the MEIR.

The approach and specific criteria to be used in assessing each category of net benefits should be continually refined as operational procedures are implemented. High priority should be given to the development of performance targets as a means of assessing economic net benefit.

E. Urban Service Programs

The recommendations concerning Urban Service Programs refine techniques used to identify service deficiencies in the Almaden and Evergreen areas. Techniques to be developed in the Urban Service Programs provide the basis for proposing solutions to these service deficiency problems. It is important that Urban Service Programs be prepared to enable the City Council to comprehensively establish levels of service for residential areas.

Urban Service Programs will be useful as a tool for managing urban development in developed, partially developed, and newly developing areas. In developed areas, Urban Service Programs can be used to identify any existing urban service deficiencies and can be the vehicle for establishing a program for upgrading levels of service. In partially developed or newly developing areas, they can serve the important function of identifying funding mechanisms for the provision of unfunded necessary facilities and services prior to actual development so that new residents can be assured of having basic levels of urban services within a reasonable time of occupancy.

1. The City Council should direct the City Administration to begin the development of Urban Service Programs as part of the work to implement the General Plan. Urban Service Programs should be developed initially for areas with high growth potential. The objective of Urban Service Programs is to assure provision of minimum essential and necessary services and facilities to residents of existing and newly developing areas of the City. Any sections of the Urban Service Program establishing development sequencing plans for residential areas should be amended into the General Plan. Urban Service Programs should contain the following interrelated and coordinated features:
 - a. An evaluation of the adequacy of existing public facilities and services.
 - b. A statement of the interrelationships between development in the area covered by the urban service program and development or provision of facilities and services in adjoining areas. (For example, the capacity of streets in an adjoining area to carry traffic generated by the area under study.)
 - c. A five-year program for providing capital and service improvements necessary to meet minimum necessary facility standards for existing and projected residents.
 - d. A plan for financing the minimum necessary capital and service improvements. In the event that necessary facilities cannot be financed from citywide revenue or from other sources, each new residential development should be required to pay its share of the total unfinanced cost of all required facilities.
 - e. A schedule of projected annual residential development activity for a five-year period. Where ability to provide minimum necessary facilities and services is a constraint, residential development should be phased with the provision of essential community facilities and services.
 - f. A development sequencing plan within the Urban Service Area, if appropriate, relating development of specific areas to provision of facilities and services. If a development proposal is submitted for review that is out of phase with an existing development sequencing plan, it should be deferred if it does not provide the funding for necessary facilities required to bring the project into conformity with the sequencing plan. In the event that such facilities and services are funded by a developer, then that developer should be reimbursed for those costs that exceed what would otherwise be required of any development conforming to an Urban Service Program. The reimbursement should be made by other developers who would benefit from the improvements. The reimbursement provision should not be applied to developers who wish to develop in the Urban Reserve.
2. The following sequence should be followed in developing Urban Service Programs:

- a. Begin the development of Urban Service Programs by using the list of necessary facilities and services shown in Figures 30, 31, 32, and 33 of the General Plan.
 - b. As a starting point for levels of service data, use Council decisions on the 1976-1977 program budget. Programmed projects and existing funding programs should be used to establish estimates for the timing for providing necessary facilities.
 - c. Preliminary information on facility and service surplus/deficiency developed through citizen comment using the above "list", "timing", and "level" input should be reviewed by the City Council for possible changes and/or additional analysis leading to an agreed upon service delivery program for the area in question.
3. Direct the City Administration to prepare Master Environmental Impact Reports on anticipated development in each planning area (both the ultimate development and the short-range outlook of the Urban Service Program) to assess broad environmental impacts and to set measurement criteria for project review. The City Attorney should explore any legal issues concerning the development of MEIR's and should advise the Council on actions necessary to enable San Jose to employ MEIR's in place of project EIR's to the fullest extent possible.
4. The City Council should direct the City Administration to invite school districts and other agencies providing necessary facilities and services to participate in the preparation and updating of Urban Service Programs.
5. The criteria for setting priorities for Urban Service Program preparation should include the projected development potential in each planning area, the magnitude of potential facility or service deficiency, and the potential for school impaction resulting from rapid growth. Areas in which the General Plan projects the most growth should receive first consideration. Eventually, all of the City should be covered by Urban Service Programs, and the nature of the programs, should, over time, reflect the gradual shift from coping with growth to a posture of urban conservation.
6. Urban Service Programs should be subject to public hearing and adoption by the Planning Commission and City Council because they will establish short range policy regarding service improvements. Any portions of the Urban Service Program establishing development sequencing plans for residential areas should be amended into the General Plan. Adopted funding programs will be incorporated in the five-year Capital Improvement Program.
7. Once adopted, Urban Service Programs should be reviewed annually in coordination with the review of the General Plan and Urban Development Policy. Any adjustments made in the development sequencing plan should be adopted by the City Council as amendments to the General Plan. It is estimated that Urban Service Programs can be prepared for two planning areas per year. During the time that Urban Service Programs are being prepared, development proposals should be reviewed through the normal development review procedures. Once Urban Service Programs are prepared, development processing time may be shortened since there will be much greater clarity on the financing, location and timing of service availability.

F. Necessary Facilities and Services

The development of Urban Service Programs is predicated on a clear delineation of which urban services should be provided to the urbanized and urbanizing areas of the City. New development can be related to the provision of necessary facilities and services only if necessary facilities and services are defined, acceptable levels of service for each facility or service are identified, and the timing for their provision is set.

On-going work in developing the Program Budget will help clarify levels of service presently being provided by the City. Full implementation of the Program Budget will take several years to complete. In the interim, service levels set by the City Council during annual budget deliberations should be used in preparing Urban Service Programs. The results of urban service program analysis will provide more specific cost figures for the provision of services.

1. The City Council 1976-77 budget decisions relating to service and facility levels should be used as the basis for the initial development of Urban Service Programs.
2. City Council direction on the timing of the provision of necessary facilities and services should be used in the development of Urban Service Programs. Programmed projects and existing funding programs will be used to establish preliminary estimates for the timing of providing necessary facilities.

Levels of service must be specified for all facilities and services designated as necessary for developed or developing areas of the City. Service level data must be tied directly to levels currently being provided by City Departments and non-City public agencies. To define minimum acceptable levels of service substantially above that which is currently being provided is not meaningful unless specific fiscal programs can be developed to upgrade levels of service for both developing and developed areas of the City.

The cost of providing "desired" service levels could prove to be impossible to attain. However, through City Council discussion of these cost figures, compared to presently funded service levels, realistic adjustments can be made in the number of services, their level and their timing.

FACILITIES AND SERVICES PROVIDED TO SPECIFIC AREAS OF THE CITY: BY THE CITY OF SAN JOSE

S Currently Available
from the Following Source(s)*

	Bonds (1)	Special Funds (2)	Construction & Conveyance Tax (including trans- portation tax)	CDRG & other Federal Grants	City General Fund
I. PARKS ACQUISITION & DEVELOPMENT					
A. Capital Needs					
. land acquisition for neighborhood & district parks	x(a)	x(a)	x(a)	x(a)	
. neighborhood & district park development including community centers			x		
B. Operating Costs					
. staffing for neighborhood & district park facilities				x(I)	x
C. Maintenance					
. maintenance of neighborhood & district park facilities				x(I)	x
II. LIBRARY SERVICES					
A. Capital Needs					
. land acquisition & construc- tion of <u>branch</u> facilities & mobile library units			x	x(b)	
. acquisition of books			x		
B. Operating Costs					
. manpower to staff branch facilities & mobile units				x(I)	x
C. Maintenance Costs					
. maintenance of branch & mobile library units					x
III. POLICE SERVICE					
A. Capital Needs					
. acquisition of vehicles & communication equipment			x	x(H)	x
B. Operating Costs					
. manpower for police "beat" duty					x
C. Maintenance Costs					
. maintenance of vehicles & communication equipment					x

	Bonds	Special Funds	Construction & Conveyance Tax (including trans- portation tax)	CDRG & other Federal Grants	City General Fund
IV. FIRE PREVENTION & PROTECTION SERVICE					
A. Capital Needs					
. land acquisition & construction of station			x		
. acquisition of vehicles			x		
B. Operating Costs					
. manpower for area stations				x(I)	x
. inspection & enforcement manpower					x
C. Maintenance Costs					
. maintenance of vehicles & area stations					x
V. TRANSPORTATION SERVICE					
A. Capital Needs					
. land acquisition & construction of <u>major</u> streets & arterials	x(c)		x(c)	x(c)	
. acquisition & installa- tion of signals					x
B. Operating Costs (None)					
C. Maintenance Costs					
. street repair on 'internal' as well as major streets & arterials					x(d)
. street sweeping					x
. other (signals, etc.)					x
VI. SANITATION & HEALTH					
A. Capital Needs					
. Sanitary Sewer Construction (main trunk lines)	x(e)	x(e)			
. storm drain system	x(f)	x(f)			
. water distribution system		x(g)			
B. Operating Costs (None)					
C. Maintenance Costs					
. repair & replacement of sewer & storm drain system					

- (1) Category includes general obligation & revenue bonds.
- (2) Special accounts designated for a specific purpose which exist within the City's General Fund budget.
 - (a) Funding from 1961 Parks & Playground Bond Fund, 1966 Parks & Playground Bond Fund, Emma Prusch Memorial Park Improvement Fund, Revenue Sharing & Construction & Conveyance Tax Fund.
 - (b) Revenue Sharing
 - (c) Funded in part from 1961 Traffic Improvement Bond Fund, 1966 Traffic Improvement Bond Fund, 1964 Gas Tax Construction Fund, & FAU Funds.
 - (d) Funded in part from Gas Tax Maintenance & Construction Fund.
 - (e) 1961 Sewage System Bond Fund, 1966 Sanitary Sewer System Bond Fund, Sanitary Sewer Connection Fee Fund.
 - (f) 1966 Storm Drainage System Bond Fund, Storm Drainage Fee Fund.
 - (g) Alviso, North San Jose, & Evergreen Water System Funds.
 - (h) Law Enforcement Assistance Administration Grant.
 - (i) Comprehensive Employment & Training Act, Title VI.

*These columns only indicate present sources of funding. No attempt is made in this table to indicate the adequacy of funding.

New
FIGURE 31

FACILITIES & SERVICES PROVIDED/FUNDED
TO SPECIFIC AREAS OF THE CITY
BY PRIVATE RESIDENTIAL DEVELOPERS

- I. TRANSPORTATION
 - A. Capital Needs
 - . local & interior streets
 - . street signs
 - . curbs & gutters
 - . sidewalks
 - B. Operating Costs (None)
 - C. Maintenance Costs (None)
- II. FLOOD CONTROL
 - A. Capital Needs
 - . construction of internal (to project) flood control & storm drain improvements
 - B. Operating Costs (None)
 - C. Maintenance Costs (None)
- III. FIRE PROTECTION
 - A. Capital Needs
 - . installation of fire hydrants
 - B. Operating Costs (None)
 - C. Maintenance Costs (None)
- IV. MISCELLANEOUS
 - A. Capital Needs
 - . water distribution system
 - . utilities
 - B. Operating Costs (None)
 - C. Maintenance Costs (None)

New
FIGURE 32

FACILITIES & SERVICES PROVIDED
TO SPECIFIC AREAS OF THE CITY:
BY NON-CITY JURISDICTIONS OR
UTILITY COMPANIES

- I. SCHOOLS
 - A. Capital Needs
 - . land acquisition & construction of new schools
 - B. Operating Costs
 - . teachers
 - C. Maintenance Costs
 - . maintenance of schools
- II. FLOOD CONTROL
 - A. Capital Needs
 - . construction of area-wide flood control improvements
 - B. Operating Costs
 - C. Maintenance Costs
- III. UTILITIES
 - A. Capital Needs
 - . gas distribution system
 - . electricity distribution system
 - . phone
 - . water distribution system
 - B. Operating Costs
 - C. Maintenance Costs

City-wide resources, facilities and services have not been included in the lists of services to be analyzed in Urban Service Programs. However, the capacity of these City-wide resources and facilities is an important concern in the continued development of the City. The capacity of the following City-wide resources, facilities and services should be checked at the start of Urban Service Program Analysis to assure that capacity is available to accommodate the growth anticipated in Urban Service Programs. These services are provided by the City of San Jose, other non-City public jurisdictions, and private individuals or organizations.

1. General City Management, Administration and Support Services
 2. Sewage Treatment Plant
 3. City-wide Parks
 4. Solid Waste Disposal Facilities
 5. Freeway and Transit System
 6. Health and Social Services (to include hospitals, emergency services, and other more general social services).
 7. Water Supply
 8. Air Pollution
 9. Energy
-

G. Environmental Review

The Master Environmental Impact Report (MEIR) concept is intended to fill the need for environmental impact assessment of future development at a level of detail between the City's General Plan and the site specific impacts of an individual project. Much of the background information for MEIR's is already available in the City's plan elements, technical reports, and project EIR's.

While the initial development of MEIR's will require substantial "front-end" cost, they should reduce cost in the long-term to both the City and to developers. Processing costs to the City should be reduced because of the shorter length of any required site specific EIR's. Developers will realize economies as a result of shorter processing time and because the area-wide environmental data that is now required in individual EIR's will be done once in the MEIR and will not have to be repeated in any supplemental studies required for project approval.

1. Direct the Administration to prepare, for Planning Commission and City Council approval, Master Environmental Impact Reports (MEIR's) for each planning area or critical segment to enable the City to evaluate cumulative, area-wide effects of development.

The direct and indirect, primary and secondary environmental impacts for each proposed land use should be described, alternative mitigation measures evaluated, and alternative land use and density proposals and development staging schedules analyzed.

Once adopted, MEIR's should be reviewed annually with the General Plan, Urban Service Programs, and Urban Development Policy for potential revision and updating.

2. The City should only approve development that meets the City's environmental goals, policies, standards, or objectives and that does not expose people to air or water pollution levels or community noise levels above applicable standards unless a statement of overriding considerations is made.

Statements of overriding concern should include, in sufficient detail for judicial review, the factors justifying approval. This statement of overriding considerations should be included in the record of project approval.

Wherever possible, mitigation measures and/or major pollution control strategies should be required as a condition of development approval to reduce adverse environmental effects. Environmental standards related to public health and safety should be relaxed only if technical studies justify changes in standards.

3. Specific procedures for environmental review of proposed development projects will be developed, based on the City Attorney's opinion of the legal requirements for revised environmental review procedures or evaluation criteria. Any needed modifications of the City's Environmental Review Ordinance will be submitted to the City Council for consideration and adoption.
4. The City Council should approve the addition or modifications to the City's Environmental Review Ordinance as recommended in the Measure "B" Task Force Report.

H. Development Taxes and Charges

A critical part of this implementation program involves the financial resources required to support levels of city services. Revenue sources currently available to the City to finance and maintain facilities and services are becoming inadequate in light of the increasing demands on municipal services.

The Measure B study has recommended a series of actions which could significantly improve the City's ability to fund facilities and services. The study recommendations for the development of economic development targets will provide the City Council with an effective analytical tool for relating the existing and planned land use mix to the ability of the City to fund the operating and maintenance costs of new facilities. City Council adoption of a policy for setting development taxes and charges clarifies what is becoming an increasingly common technique for funding the capital cost of new facilities.

The following policy will be used in setting any new development taxes and charges to fund needed capital facilities in newly developing areas of the City:

1. Charges applied directly to new development in an area should be used if existing funds and funding programs or new Citywide sources of funds are not adequate to provide the 'minimum necessary' facilities needed in the area. The magnitude of any charges to new development should be based on the extent to which the unfunded facilities programmed for an area directly benefit the new development. To the extent that the improvements required in an area provide benefits to the existing population, the City shall develop mechanisms to secure a proportional contribution from existing City residents or consciously recognize that existing residents are to incur a diminished level of service.
2. The City Council, with appropriate public involvement and discussion with concerned parties, shall give periodic consideration to:
 - 1) altering the uses of construction and conveyance tax funds for capital uses and/or
 - 2) eliminating these taxes as other more equitable sources of funding become available or existing city facilities are deemed adequate.

It is not intended that the list of facilities to be funded from the Construction/Conveyance Tax be expanded to include facilities not now provided by the City. Those facilities now provided directly by the City should be eligible for funding by the Construction/Conveyance Tax.

I. Housing

In the development of the Land Use/Transportation Diagram housing goals and policies having a spatial or locational dimension were considered and are, to a large extent, implemented by the land use designations. The implementation recommendations in this section are supplemental to the Land Use/Transportation Diagram and to the Housing Element Action Program in the Housing Appendix. The emphasis in this section is on the conservation and rehabilitation of the existing housing stock. Although the provision of new "low" cost housing is emphasized in City goals and policies, the City's implementation capability is financially limited.

The provision of new low cost housing will take substantial State and/or Federal subsidies. Although such State or Federal housing programs are not currently available,, the City will pursue such programs as they become available for the purpose of providing a mix in new development.

1. All available or new sources of funding for housing conservation and rehabilitation will be analyzed for use by the City.
2. The City Council's Legislative Committee will, as a matter of policy, (1) support all housing legislation at the State and Federal level that furthers the City's objective of conserving and rehabilitating the existing housing stock and (2) to advocate greater autonomy in the administration of Federal and State housing programs.
3. Support efforts to include moderately priced housing units in all new housing development. The Administration should work with developers to provide some housing that will sell for less than is presently being provided in the private market by fully utilizing the existing flexibility in the Planned Development zoning process.
4. Continue to fully utilize any existing or new State and Federal housing programs designed to increase the supply of low income housing or to subsidize low income families so that they can better compete in the existing housing market.
5. The City shall continue to play an active role in encouraging private sector lending institutions to extend mortgage credit for rehabilitation loans.
6. When the revised zoning ordinance is completed, selected rezoning of properties with zoning now inconsistent with the Land Use/Transportation Diagram should be initiated. The objective is to provide for higher density development near existing or planned centers of employment in order to develop a mix of housing types and price ranges, and to encourage the most efficient use of existing services and facilities.
7. The City Administration should investigate ways in which the public and private sectors can use "land banking" to obtain sites for low income housing and as an aid in implementing the City's growth and development objectives. Any lands acquired for low income housing should occur first in areas where the limited amount of land remaining for development makes progress towards meeting the objectives of the Housing Assistance Plan difficult.
8. The City Council should direct the City Administration to assign principal responsibility for project development and implementation in housing to a single department. Planning and program development for housing should remain a function of the Planning Department.

Housing conservation and rehabilitation can become a dominant thrust of San Jose housing programs when the City maximizes the use of existing available resources. Currently, the City is actively pursuing a strategy of housing conservation and rehabilitation in its Community Development Block Grant Program (including the new Section 8 housing program). Additional resources for rehabilitation (identified in the Measure B Task Force Report) are available from Federal, State and local sources and should be pursued.

J. Development Review Process

Some of the recommendations and implementation proposals contained in the General Plan will significantly affect the development review process. Four innovations implemented in recent years are responsible for significant improvements in the overall review process:

- Delegating authority to act on Planned Development permit applications to the Director of Planning.
- Simultaneous processing of proposals requiring multiple approvals such as rezoning, annexation, tentative subdivision map approval, and planned development approval.
- Delegating authority to act on parcel maps and tentative subdivision maps to the Director of Planning.
- Formation of an interdepartmental committee to provide integrated review of development proposals.

These procedural innovations have improved working relations between City staff, other public agencies, developers, homeowners groups, and organizations and individuals interested in the development and review process. Consequently, the development proposal approval rate has been high in recent years because most environmental and design problems are resolved early in the review process, well before the project reaches the approval stage. The conforming zoning process now being implemented by the City is expected to further streamline the process.

Another advantage of the recent improvements in the review process is that the Planning Commission and City Council are able to give higher priority to the development of policy and long range planning. Once the general policy and long range objectives have been clearly established, the Planning Commission and City Council can delegate the administration and implementation to the appropriate city departments.

The following actions of the City Administration and key departments will contribute to the implementation of the policies contained in this General Plan.

1. The Planning Department and the Planning Commission should continue efforts to establish design criteria in order to reduce the number of changes requested by the City late in the development review process. A design review task force has been established to develop the above criteria.
2. The Planning Department and Planning Commission should develop a comprehensive revision of the zoning ordinance based on the goals, policies and recommendations adopted in the General Plan 1975.
3. The Administration should develop legal and/or administrative procedures for explicitly considering economic, fiscal, environmental and social impacts of development projects in the development review process.
4. The Administration should continue its efforts to reduce development application processing time and to provide more coordinated review of applications.
5. The Planning Department should simplify the presentation of development regulations and processes so that citizens, developers, and public agencies can more easily understand City policy and procedures.

The procedures should be presented in an easy to read brochure together with the City's development objectives, design criteria and other policies important to the development review process.



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6. The City Administration will coordinate efforts to effectively utilize present data and data sources in building improved data systems to facilitate the implementation of the recommendations embodied in the General Plan.

When the net benefit process and related analytical tools are refined, and operational procedures developed, a report should be submitted to the City Council on the cost and effectiveness of using City and non-City data systems and computer capability for handling expanded information needs. A long range plan for integrating non-city data systems used in the City with the City's information system will be developed for City Council consideration.

7. The City Council should direct the Administration to report to the Council on ways to help undeveloped "pockets" within the Urban Service Area to be developed.

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Timing of the annual review and amendment process should also accommodate the deadline for submittal to LAFCO (Local Agency Formation Commission) of recommended changes in the Urban Service Area Boundary. If amendments to the General Plan warrant analysis and modification of the EIR, then time must be allotted for the EIR referral procedure. It is estimated that the Planning Commission would need to set its public hearing at least two months before the date targeted for City Council adoption. Since the LAFCO deadline is approximately December first, the hearing process for annual amendment should be initiated October 19 each year.

Deadlines must be set for requests for amendments of the General Plan, including changes in the Urban Service Area Boundary, so that analysis and evaluation can be done comprehensively. A minimum of one month is required for staff to analyze requested amendments, prepare staff recommendations and develop the necessary information for use by the Commission and City Council. Therefore, the deadline for submittal of requests for amendments as part of the annual review is August 1 of each year.

The City is enabled by State law to amend the General Plan three times per year. As with the annual review, the Planning Commission needs to set its public hearings at least two months before the date targeted for City Council adoption, to allow time for the E.I.R. referral process. The deadline for submission of requests for the mid-year review is February 1, in anticipation of Planning Commission hearings starting April 28.

